

APPENDIX A. AUGUST 9, 2001 PUBLIC HEARING TRANSCRIPTS

ARIZONA DEPARTMENT OF TRANSPORTATION

In re:)
)
060 MA 157 H5537 01C)
GRAND AVENUE-51ST AVENUE/BETHANY)
HOME ROAD)
_____)

DESIGN CONCEPT STUDY AND
ENVIRONMENTAL ASSESSMENT

Alhambra High School Lecture Hall
August 9, 2001
6:00 p.m.

SOUTHWEST REPORTING, LTD.
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(Original)
Prepared for:
Arizona Department of Transportation

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1 THE ARIZONA DEPARTMENT OF TRANSPORTATION Design
2 Concept Study and Environmental Assessment for TRACS# 060
3 MA 157 H5537 01C, Grand Avenue-51st Avenue/Bethany Home
4 Road, was taken at 6:00 p.m. on August 9, 2001, at 3839
5 West Camelback Road, Phoenix, Arizona, before MATTHEW B,
6 ROSE, a Certified Court Reporter in and for the County of
7 Maricopa, State of Arizona.

8 Appearing on behalf of ADOT was Mr. Karim Dada;
9 Mr. Pete Eno; Mr. Jim Romero; Mr. Dan Lance; and Mr. Trent
10 Kelso.

11 Appearing on behalf of Michael Baker, Jr., Inc.
12 was Mr. Chet Teaford; Mr. B. Gary Sun; Mr. Bob Greenwald;
13 and Mr. Ed Corel.

14 Appearing on behalf of the Federal Highway
15 Administration was Mr. Bill Vachon.

16 Appearing on behalf of URS Corporation was Mr.
17 David French.

18 Appearing on behalf of Logan Simpson Design was
19 Mr. Mike Shirley; Ms. Diane Simpson-Colebank; and Mr. Mike
20 Book.

21 Appearing on behalf of the City of Glendale was
22 Mr. Bob Coons."

23 (Whereupon, the following proceedings ensued.)

24

1 MR. DADA: On behalf of ADOT, I want to welcome
2 you folks on Grand Avenue, Camelback Road, 43rd Avenue and
3 the Bethany Home Road and 51st Avenue project.

4 What we're doing tonight, we're trying to combine
5 both projects together to have a joint public hearing. As
6 you can see we have a display falling on it's side. I
7 guess that's the way it's set up. It's pointing north.
8 On this side of the room we have 43rd Avenue representing
9 the preferred alternative with the aerial photographs, and
10 on this side we have 51st Avenue for your viewing. And as
11 you'll see, we'll go through the handout in a second,
12 we'll show you the same type information.

13 The purpose of the meeting tonight is to get
14 comments from the public regarding these two projects.
15 What we've prepared are draft environmental assessments
16 which are up here for your viewing. Please peruse through
17 them. They're also available in the local libraries for
18 your use. The public comment period extends through
19 August 24th-. So tonight is a great way to get your
20 comment across.

21 We have the court reporter here. Matt, who will
22 record your comment verbatim. If you'd like to come up
23 here, sit down with him and provide a statement that'd be
24 fantastic. Or we're going to have a brief questions and
25 answers period at the end of the presentation and we'd

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1 like to ask, keep those questions general in nature. The
2 more specific we can better address them at the boards or
3 come speak to you directly. So we would ask that request,
4 but we would love to hear what you have to say.

5 The meeting is set up as an open house with this
6 presentation. So after the presentation we're going to
7 open it back up and again peruse around the room, check
8 out the displays and talk to any of the folks that have
9 the name tags.

10 I would like to ask that since we have two
11 separate projects when you do either ask a question or
12 comment during the question and comment period or come up
13 and talk to Matt and provide a statement, if you could
14 clarify which project you're referring to either 43rd
15 Avenue or 51st Avenue. If it's for both or a general
16 comment, that's fine. As you can see we have plenty of
17 displays around the room.

18 What I'd like to do real quick is go through the
19 handouts that you have in front of you. We'll start with
20 the purple one. The purple one represents 43rd Avenue.
21 At the top it just give you a proper overview of where
22 we've gone, and where we are up to today, and how we got
23 here. It gives you a brief purpose of the meeting and a
24 schedule of where this project is going and when we think
25 it' s going to go to bid. And then it gives you a very

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1 specific project description as you can see.

2 At the bottom of the first page there's contact
3 information. Jim Romero and myself, Karim Dada, we're
4 with the Arizona Department of Transportation. If you
5 have any questions give us a call. You can also call
6 Chester Teaford. He's the project manager from design
7 side and the consultant side or Gary Sun. The numbers are
8 on there.

9 If you flip, if you open the handout up on the
10 inside of the first page this gives you the conceptual
11 preferred alternative. For a more detailed description of
12 the preferred alternative we have it up here on display,
13 and we're also going to present that tonight. But this
14 gives you a really good idea of what we're looking at as
15 far as what's being proposed for this project. And the
16 ever important comment sheet which is your second page,
17 the white page. This is very important, a great way to
18 get your comment across as well as the court reporter to
19 tell us tonight. This is a great way to get your comment
20 across.

21 If you don't choose to give your comment tonight
22 we would ask that you postmark this by August 24th. You
23 can e-mail it, you can fax it, you can call it in,
24 whatever you'd like to do. The contact information is at
25 the bottom of your comment sheet.

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1 And again, for 51st Avenue it's the same exact
2 setup. We have the project overview, the purpose of
3 the this meeting and the schedule of the project for 51st
4 Avenue, then specific a detailed description of the actual
5 project for 51st Avenue. And, again, the same contact
6 people at the bottom for additional information or
7 questions, and then you open it up the same type thing.
8 We have a conceptual drawing of the preferred alternative
9 which we have a better detailed description up here, and
10 we're going to present that tonight as well. And, again,
11 the comment sheet a great way to get your comment across.

12 So with that I'm going to introduce some of the
13 folks here tonight from our side. My name is Karim Dada
14 with the ADOT Environmental Planning Group, but first I
15 want to recognize the City of Phoenix and City of Glendale
16 officials. I believe we have Bob Coons in the audience
17 from the City of Glendale. Yes?

18 MR. BOOK: I'm from the City of Glendale.

19 MR."DADA: City of Glendale, Jim --

20 MR. BOOK: Book.

21 MR. DADA: Jim Book, excuse me. How you doing
22 Jim? Did anybody make it from the City of Phoenix
23 tonight?

24 (No response.)

25 MR. DADA: Okay. That's all right. If they do

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1 we'll recognize them.

2 From ADOTj Jim Romero. He's the project manager
3 of the project. Actually, for both projects and the whole
4 Grand Avenue Corridor. Trent Kelso, there's Trent right
5 there. He's a project manager as well. Dan Lance, deputy
6 state engineer; Peter Eno or Pete, he's our right-of-way
7 specialist.

8 For the Federal Highway Administration we have
9 Bill Vachon. From the URS Corporation -- URS is the
10 consulting firms we have assisting with the designs of the
11 project -- we have Dave French. And Dave's actually going
12 to present the project overview for both projects. Also,
13 for Michael Baker Junior Incorporated, they're another
14 design firm that's also involved in these projects, we have
15 Chet Teaford. There's Chet right there. We have
16 Gary Sun. We have Mark Turner, I think he's going to come
17 later. Do we have Bob Greenwald, there's Bob. And Chet,
18 Gary, who else? Did I miss anybody? Is that it? And Ed
19 Corel. How you doing Ed?

20 Okay. And then we also have from Logan Simpson
21 Design, they are another consulting firm that is helping
22 us prepare the environmental documents for these projects.
23 We have Diane Simpson-Colebank. There's Diane. We have
24 Mike Shirley. Mike's -actually the environmental documents
25 that we've prepared, and Mike Book. There's Mike right
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1 there.

2 So with that I'm going to turn it over to Dave
3 and he's going to give you a project overview of both
4 projects.

5 MR. FRENCH: Well, good evening. It's a pleasure
6 to have a good crowd tonight, and it shows the interest
7 that you have in these improvements to Grand Avenue. And
8 we're nearing the final completion. We're in the final
9 steps of the decision process for these two projects so
10 that they can move on into right-of-way acquisition and
11 construction.

12 The Grand Avenue process started some three years
13 ago looking at what to do with Grand Avenue all the way
14 from 1-17 out to Loop 101. And through that process we
15 identified several specific goals that we were trying to
16 achieve with this project. And the main two were to
17 eliminate the six-legged intersection which I think all of
18 you have been challenged by as well as eliminate as many
19 railroad crossings as we can; and then to improve the
20 mobility, promote development, improve the aesthetics,
21 recognize that it is US 60 which has a statewide function,
22 promote multimodal use which is transit, and to meet the
23 future traffic demand. So those are our goals pretty much
24 in priority order. The top two drove most of the decision
25 making.

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1 Now, the recommendations for overall Grand was to
2 build basically eight projects starting at Thomas and
3 going out to 91st Avenue at Loop 101. The two that we're
4 to talk about tonight is a Grand overpass at 43rd and
5 Camelback and 51st Avenue over Bethany Home Road.

6 The general schedule is the final design for
7 these projects is nearing completion. The right-of-way is
8 expected to be purchased by next year, and construction
9 started in 2003, and then open to traffic sometime in
10 2004. That's for both projects.

11 Now, we'd like to move on to the next project and
12 that's 51st Avenue over Bethany Home and Grand Avenue and
13 the railroad track. This project would provide a new
14 grade separation with the railroad. Meaning, traffic on
15 51st Avenue would no longer have to stop for train
16 activity but would be able to go over the top. Much like
17 Indian School Road is today although this will help
18 north-south traffic. And 51st Avenue as you know is a
19 major north-south arterial within the city of Glendale,
20 and this will expedite that traffic.

21 The project will begin just south of Montebello
22 and extend up to the Rose Lane Park area. The roadway
23 will be moved slightly to the west of where 51st Avenue is
24 today. Again, it will go up and over Grand Avenue, over
25 the railroad tracks and Bethany Home Road, and then back
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1 down to grade at Montebello.

2 To restore some of the access or connections
3 between 51st and Bethany Home and Grand, the project would
4 include building 52nd Avenue which is just west of the
5 industrial buildings that are located along 51st Avenue.
6 Some of those that are right along 51st will be removed.
7 Some that are a little back from 51st will be able to
8 remain. So this will allow some connection between
9 Bethany Home and 51st. Likewise, along where 51st Avenue
10 is today, there will be another connector road going north
11 to an intersection near Rose Lane Park. That, again, will
12 allow some access back and forth.

13 Some of the other features are that Bethany Home
14 Road will be widened just slightly between 52nd and the
15 Grand Avenue intersection. There will be sidewalks
16 restored on 51st. They will remain at grade. They won't
17 be up on the overpass but they will connect back into
18 Bethany Home. And there are some small detention basins
19 located within the project to take care of the local
20 flooding or off-site drainage. The landscaping, again,
21 will be along the overpass on both sides and within the
22 detention basins.

23 Some of the traffic benefits. Of course, 51st
24 Avenue will receive the major benefit in that no stopping
25 for trains and completely removed from the Grand Avenue

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1 Bethany Home intersection. The remaining intersection
2 between Grand and Bethany Home will be, the delay will be
3 much reduced by getting 51st out of there. It will still
4 be a kind of a skewed intersection. So it won't be a
5 standard one, but it will work much better than it does
6 today.

7 Improves the signal placement. Again, we take
8 that big pipe structure that the signal head is on and put
9 a more traditional traffic signal system. The pedestrian
10 movements will be enhanced by keeping the sidewalks and
11 reducing the size of the intersection.

12 Now, again, we add two signals both on 51st
13 Avenue at each end of the overpass. The movements from
14 51st back to Bethany and Grand will definitely be altered
15 and in some cases made difficult, and, in fact, there are
16 some movements that you cannot go from 51st Avenue to
17 Bethany Home west. That movement is not allowed or not
18 provided within this intersection. If you're going north
19 on 51st you can't go west to Bethany. If you're going
20 south on 51st you can't go west on Bethany. That is an
21 inconvenience and you'll have to find another path.

22 These connector roads do provide some of the
23 connections, but these movements are not there. Again,
24 the bridge will appear something like a standard ADOT
25 overpass bridge. The structure will be painted.

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1 Landscaping will be provided as standard ADOT landscaping.

2 MR. SHIRLEY: Again, on this project most of the
3 issues are similar in nature. There are some differences,
4 though. This project would require 17 acres of new
5 right-of-way and no residents relocated. And 27 parcels
6 and 25 property owners are affected on this which are
7 primarily all commercial.

8 Again, access changes. The project, as Dave
9 mentioned, will have differences in how you get around
10 from one side to the other, and no bus services currently
11 occur along 51st Avenue. So there's really no changes in
12 bus services for people that use buses.

13 The pedestrian movements are actually improved
14 with this project because with the design there's
15 currently no sidewalks along 51st Avenue, and this project
16 proposes to place sidewalks out there along a frontage
17 road and running north-south.

18 Again, because of the reduced traffic delays and
19 speeding traffic up a little bit through there and not so
20 much congestion or delay time, the air quality is going to
21 be improved. And as far as noise quality on this project,
22 there are some changes. Only at one site, though, for
23 this whole project are noise impacts greater than what
24 they are today. Every other site they'll actually be
25 reduced with this project because the alignment is shifted

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1 to the west and it's basically taking it further away from
2 the homes, and the site that exceeds is a commercial site
3 and ADOT does not currently mitigate for commercial sites.

4 So along with that obviously no noise walls are
5 going to be constructed as part of this project.
6 Although, there was an evaluation done because of the Rose
7 Lane Park. Even though the noise reduction actually
8 dropped by two decibels, they were still above the
9 threshold that ADOT has in their current noise abatement
10 policy.

11 FROM THE FLOOR: Which is 60?

12 MR. SHIRLEY: Sixty-four.

13 FROM THE FLOOR: Sixty-four decibels.

14 MR. SHIRLEY: Yes. So we did an evaluation, we
15 went through the process, looked at what it would take to
16 bring the current noise down below the noise abatement
17 policy, and with some discussion with the City of Glendale
18 it was decided that they would prefer to have the park as
19 an open space and not have the wall there.

20 Again, you're going to have an elevated
21 structure. So to try to mitigate some of the impacts with
22 that we're proposing to put landscaping to be slopes,
23 embankment slopes, detention basins and, of course,
24 right-of-way.

25 Hazardous materials with this project. There was
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1 a total of 11 sites that still need additional work.
2 Eight of them are more likely going to be phase one
3 assessments, and three of them were identified as still
4 needing pieces for them which are preliminary initial site
5 assessments.

6 Also on this project because of the park, Federal
7 Highways has a policy it's called Section 4F. And Section
8 4F resources are addressed whenever there's a potential to
9 impact something like a park, or a wildlife refuge, or
10 historic properties. And because of the park, we went
11 through and made sure they were adequately addressed.
12 And, of course, one of the main issues was, again, noise;
13 and also the second property was the Federal Compress and
14 Warehouse Complex which is located on the southeast corner
15 of 51st and Bethany Home Road. And what that entails is a
16 series of cotton-related processing buildings, the Horton
17 Water Tower. As probably all of you are aware, the big
18 water tower sticks up in the air. Hard to miss. And what
19 was decided to be done with that is to avoid the water
20 tower and leave it in place because it is considered
21 historic.

22 Last thing I'd like to mention is part of this
23 effort we have mitigation measures in the front of the
24 document that give a little more detail as to how we
25 propose to mitigate some of these impacts. I encourage
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1 you to read them and if there's any questions, please ask
2 us. And also we'd like as many comments and please take
3 advantage of that.

4 MR. DADA: Thanks, Dave. Thanks, Mike.

5 With that we're going to open it up to questions
6 and comments.

7 FROM THE FLOOR: I noticed there's no one here
8 from the railroad representing them. Have they signed off
9 on all of this? Knowing the railroad, that's their
10 property.

11 MR. FRENCH: The railroad has been a very active
12 partner with us throughout this study process. They
13 usually do not attend our partner meetings, but they do
14 attend our work sessions. And, yes, they're very much in
15 agreement with all of these improvements. They do get
16 some benefit since in many places we're taking traffic off
17 of the tracks, reducing some conflicts, and so they're
18 acting as a partner in the whole project. They're working
19 all the way through up to Peoria with us.

20 MR. DADA: Yes, sir.

21 FROM THE FLOOR: Will both these projects be
22 taking place at the same time?

23 MR. FRENCH: Yes. Same contract.

24 MR. DADA: Ma'am in the back?

25 FROM THE FLOOR: I have a business on 51st and
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1 Bethany, and I'm concerned with the traffic flow during
2 construction how it's going to go.

3 MR. DADA: Chet, if you would address that?

4 MR. TEAFORD: The construction phasing on 51st
5 Avenue and Bethany Home Road, most of the construction
6 will happen off-site. There will be some restrictions,
7 lane closures, on Grand but those will be temporary.
8 Actual closures on 51st will be, I think, very limited.

9 FROM THE FLOOR: I know. What's limited? A
10 month, two months? A month will put me out of business.
11 So that's why I'm asking.

12 MR. TEAFORD: It would only be like daily
13 closures, I think. So it would be a very short duration.

14 MR. DADA: Yes, sir."

15 FROM THE FLOOR: On Bethany Home Road and 52nd
16 Avenue, is there going to be just a stop sign on 52nd or
17 is there going to be a stop sign on Bethany Home Road
18 also?

19 MR. TEAFORD: There's only a -- if you're
20 referring to the new 52nd Avenue here coming from the
21 south there it's just the stop sign on 52nd Avenue.

22 FROM THE FLOOR: Stop sign on 52nd. Can you make
23 a right on that and go south and get on 51st that way?

24 MR. TEAFORD: No.

25 FROM THE FLOOR: You can't make a right on
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1 Bethany Home Road if you make a right at 52nd Avenue and
2 Bethany Home Road?

3 MR. TEAFORD: If you're coming west on Bethany
4 coming east?

5 FROM THE FLOOR: If you're coming west and take a
6 right, but you have to go southbound on 51st then?

7 MR. TEAFORD: Yes .

8 FROM THE FLOOR: You can't go northbound on 51st?

9 MR. SUN: If you turn here. Just turn here and
10 go over,

11 MR. DADA: Yeah. There's a few side
12 conversations. If we could yield the floor to the person
13 who's been recognized for the question out of respect for
14 the other people.

15 FROM THE FLOOR: How many cubic feet of water is
16 that detention basin going to hold, and is it going to
17 change any of that surrounding property and put it into a
18 flood zone stage.

19 MR. TEAFORD: I'm sorry?

20 MR. SUN: The system of the area is in the floor
21 plan, and the proposed detention basin that you approved
22 is out there existing. As far as our design criteria,
23 based on the flood control history of Maricopa County
24 they're recommendation it should only mitigate about a
25 10-year flood. So any storm higher or larger than a
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1 10-year storm will flood the entire area. But based on
2 our proposed detention basin, we actually improved the
3 existing condition.

4 MR. DADA: Yes, sir, in the back.

5 (51st)

6 FROM THE FLOOR: If I had never lived here before
7 and I was coming along this area of Grand and 43rd Avenue,
8 I would be able to figure this out fairly easily. It's
9 very standard, if you will, kind of set up. The one at
10 51st Avenue and Bethany Home is complicated to be kind. I
11 can see living around there for a couple of years and
12 still not figuring out how the hell to get places. I just
13 don't understand why this wasn't duplicated on this.

14 MR. FRENCH: Okay. And as one lady asked why
15 don't we put more grade separations with the railroad, and
16 that's the reason. The intent with this whole corridor
17 was to try to balance between improvements to Grand and
18 getting new grade separations with the railroad. So 51st
19 was one of those that was chosen as a high-volume street
20 that deserved to be eliminated from having to cross the
21 railroad track. Any time you do that, and we found that
22 true at all the other locations like at Maryland, 67th and
23 Olive, you just can't re-connect all the streets the way
24 they were before. You just can't do it. With the railroad
25 track there, it's just impossible to make those

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1 connections. So you have to sacrifice something to gain
2 the benefit of not having to wait for trains to go more
3 south in the city of Glendale. So it's a compromise and
4 it's not a perfect solution. With Grand Avenue, there
5 rarely is a perfect solution. We try to make things as
6 best we can, but you can't make them as good as you'd like
7 them to.

8 MR. DADA: Did you have anything else, sir? Go
9 ahead.

10 FROM THE FLOOR: I guess you're saying that it's
11 been done essentially so you won't have train obstruction
12 as you're going south on 51st or north for that matter. I
13 think I agree with that, but I think you've built other
14 obstructions onto 51st that people are going to have
15 difficulty with. They're heading north and south on it
16 maybe to get on to Bethany Home, and now that's going to
17 be a 15-minute operation with a map and a co-pilot and
18 some of them still won't make it.

19 MR. FRENCH: It will require some travel changes
20 especially to go from 51st to the west on Bethany, you
21 will have to go some other way. One way is to go further
22 north on 51st to Maryland, take Maryland and again you
23 won't have to stop for Grand. You won't have to stop for
24 the railroad. You'll just go right over the top when that
25 project is built. So there are other alternatives being
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1 provided for you, but it will require a little bit of a
2 change in travel.

3 FROM THE FLOOR: Just to pursue it one more bit
4 here. If I was coming south on this north service road or
5 whatever that spelling is there and I got to Bethany Home,
6 am I able to turn west?

7 MR. FRENCH: No.

8 FROM THE FLOOR: So I'm going north on 51st with
9 the idea of getting on Bethany Home. Now, I'm flying over
10 the top of it at the next intersection I see I can turn
11 off. So I turn right or I turn east. Now, I head south,
12 then I find I can't go west. Now, where am I going, make
13 a U-turn come back. And I'll tell you people are going to
14 be doing that and all that kind of craziness and they'll
15 either avoid the whole damn thing or start doing all sorts
16 of illegal things.

17 MR. FRENCH: Or hopefully they'll just learn that
18 if they're going north rather than turning east, that
19 they'll go to Maryland and use that as their way to go
20 west. It makes it actually a much easier movement than is
21 possible today to have to go through that awful
22 intersection that exists where you have to wait four or
23 five minutes to make that left turn, especially if a train
24 comes through. It's a compromise. I'm not ever going to
25 say it's a perfect solution because it is not, but it
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1 seems to be the best thing. And, you know, we've taken a
2 little heat occasionally that people say why don't we do
3 more of those grade separations with the railroad, and
4 every time you do you end up not providing some movements
5 that are available to you today. So it's a trade-off.
6 That's all I can say.

7 FROM THE FLOOR: One other quick question on
8 this. Why does this have the curb on 51st Avenue rather
9 than straight? Is there any reason for that in the Rose
10 Lane Park?

11 MR. FRENCH: In order to make it a 90-degree
12 intersection so that you could make a left -- if you're
13 going southbound on 51st, you could make a left turn.

14 FROM THE FLOOR: Otherwise it would be a U-turn.
15 I understand.

16 FROM THE FLOOR: Why are you just doing the art
17 work on that overpass over there? Are you going to do
18 them continuous? Why just art work at one overpass?

19 MR. TEAFORD: That was a decision between the
20 City of Phoenix and the City of Glendale to do the art
21 work at 43rd Avenue. The 51st Avenue is within the City
22 of Glendale and they have decided not to do anything at
23 that location.

24 MR. DADA: Yes, ma'am. And we'll get the
25 gentleman in front.

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1 FROM THE FLOOR: Dave, you keep talking about the
2 Maryland overpass. The last meeting we were at, and I
3 know this isn't this project but since you keep referring
4 to it and directing traffic that way, I'm going to
5 question you.

6 The overpass there, are you saying to take the
7 overpass at Maryland to 51st and then go south on 51st to
8 get down on 51st in that area. Why do you keep sending
9 them to the Maryland area?

10 The next question is it a final thing that 55th
11 Avenue is going to be a closed street and it's not going
12 to be there any longer?

13 And one other thing, the retention center there,
14 how is it going to affect the flood zone and -- because I
15 understand that's a large retention going in there.

16 MR. FRENCH: The reason I refer to Maryland is
17 that if you're going north on 51st and you want to turn to
18 go west and you can't do it at Bethany Home Road, that's
19 the next street that would be available to you. And part
20 of the overall corridor scheme is to put an overpass for
21 Maryland. So that's the next place you can turn left and
22 go west across Grand Avenue. That's why I mentioned it.

23 FROM THE FLOOR: How do you come from Grand?

24 MR. FRENCH: No. If you're on 51st and you're
25 going north and you can't turn to go west on Bethany Home

1 anymore with this project. So you keep going north and
2 the next opportunity is Maryland. And Maryland will have
3 an overpass. You can just go right over the top of Grand
4 and the railroad track and go to 59th and even as far west
5 as 67th on that street. That's why I mentioned it. That
6 project is still under study and we will be having a
7 public meeting on that later this year to go over those
8 concepts. They have not been set at all. Maryland, we're
9 proposing it to go over, but exactly how and the detention
10 basins and so forth they have not been settled.

11 MR. DADA: The gentleman in the front.

12 FROM THE FLOOR: Regarding 51st Avenue flyover.
13 I think it's probably a plus with a flyover there to get
14 to the hospital and not have to wait for a train. So
15 that's probably all right. I'm concerned about the local
16 businesses primarily on the northeast corner of 51st
17 Avenue and Bethany Home Road.

18 Do you have any feel for how that may affect

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20 those businesses there with this restriction? How it
21 might impede access into that area?

22 MR. TEAFORD: I don't think it impedes access
23 much. There will be some of the traffic particularly on
24 51st Avenue will not be going directly by those
25 businesses. But access from Grand Avenue and Bethany Home
26 will be much as it is now.

27

1 FROM THE FLOOR: Thank you.

2 MR. DADA: Ma'am right here in the front and
3 we'll get you in the back, sir.

4 FROM THE FLOOR: Will you be able to turn left at
5 Missouri or at Montebello on 51st Avenue?

6 MR. TEAFORD: Yes.

7 MR. DADA: Yes for both?

8 MR. TEAFORD: You'll be able to turn -- this is
9 Montebello right here. You'll be able to turn left here.
10 Is that your question?

11 FROM THE FLOOR: Is that going west?

12 MR. TEAFORD: Correct. Now, this street does not
13 go through but you can get access to Bethany Home here to
14 eastbound. Your other question was at Maryland?

15 FROM THE FLOOR: No, was at Missouri.

16 MR. TEAFORD: Missouri's outside the limits of
17 the project.

18 MR. DADA: So it's going to stay the same.

19 FROM THE FLOOR: So instead of having to go
20 farther north to Maryland, people could turn off prior to
21 Bethany Home.

22 MR. FRENCH: That's
23 correct. MR. DADA: Yes, sir.

24 FROM THE FLOOR: I have a question. You keep
25 speaking about Maryland and 51st Avenue. There's no

26

1 tracks there. There are tracks on 55th Avenue. Why would
2 you have an overpass on 51st when the tracks --

3 MR. FRENCH: The overpass is at 55th and Grand.

4 FROM THE FLOOR: You keep saying 51st.

5 MR. FRENCH: If you're north on 51st and you need
6 to go west, you can turn west at Maryland and then go over
7 Grand on that.

8 FROM THE FLOOR: I can see that.

9 MR. FRENCH: That's what we meant.

10 MR. DADA: Any other questions or comments? Yes,
11 sir.

12 FROM THE FLOOR: What are the DE Numbers that are
13 all painted alongside Grand Avenue on the buildings and
14 stuff like that? Is that ADOT demolition numbers?

15 MR. DADA: Could you address that? MR. ENO: The
16 big numbers?

17 FROM THE FLOOR: They say DE and the number 74
18 or DE 36 --

19 MR. ENO: Down at Thomas Road? Down by Thomas?

20 FROM THE FLOOR: Along Grand Avenue.

21 MR. ENO: Are they down by Thomas?

22 FROM THE FLOOR: They're down by Thomas. They're
23 also by Camelback Road just south.

24 MR. ENO: We're not in demolition anything around
25 Camelback that there would be DE numbers.

26

1 FROM THE FLOOR: Do you have property owned
2 there?

3 MR. ENO: Property that we bought years and years
4 ago. There are some properties, but we're not doing any
5 demolition on those yet.

6 FROM THE FLOOR: Well, there's some big mobile
7 homes that are north of Camelback, and they have the DE
8 numbers on them.

9 MR. ENO: Those mobile homes, I was doing
10 checking on those today. They're not anything we acquired
11 yet. We're not sure where they came from.

12 FROM THE FLOOR: Okay.

13 MR. DADA: Yes, ma'am, in the back.

14 FROM THE FLOOR: Who does the appraisals? Is
15 that person here tonight?

16 MR. DADA: Pete could you address that?

17 MR. ENO: What was the question?

18 FROM THE FLOOR: The appraisals. My husband
19 called to asked who's doing the appraisals. I have part
20 of a property that's vacant next to my business and it's
21 very small and you guys want to acquire part of it. So I
22 can't do anything with the rest of it.

23 MR. ENO: The appraisals are either in or will be
24 in within the next week or so. They go through a process
25 of reviewing them which will take approximately 30 days.

26

1 We should be making offers on all the properties out there
2 by mid to late September, maybe a little bit earlier.

3 FROM THE FLOOR: What happens if we don't agree
4 with that?

5 MR. ENO: If you don't agree then it could go to
6 court if it comes to that.

7 MR. DADA: Ma'am was that regarding 51st Avenue
8 or 43rd Avenue?

9 FROM THE FLOOR: 51st.

10 MR. DADA: Any other questions or comments?

11 (No response.)

12 MR. DADA: Okay. Well, we appreciate the
13 comments. There is some good dialog that took place.
14 Again, Matt took everything verbatim. The comment sheet
15 on both those handouts, please get them to us before
16 August 24th. Provide them tonight. You can e-mail us,
17 fax us, whatever you want to do. Again, we appreciate you
18 coming out tonight and we'll stick around as long as
19 necessary to talk about these projects. Thank you.

20 (Whereupon, the proceedings concluded at 8:00 p.m.)

21

CERTIFICATE

I, MATTHEW B. ROSE, a Certified Court Reporter, in and for the County of Maricopa, State of Arizona, hereby certify the foregoing proceedings were had at the time and place therein set forth, and were taken down by me in shorthand as given and thereafter transcribed into typewriting under my direction and supervision.

That the foregoing 27 pages contain a full, true and correct transcription of my shorthand notes so taken.

IN WITNESS WHEREOF, I have hereunto subscribed my name on this 20th day of August, 2001.



MATTHEW B. ROSE
CCR No. 50595